



**Radio Technical Commission for Maritime Services**

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**ORIGINAL**

December 22, 1993

Before the  
**FEDERAL COMMUNICATIONS COMMISSION**  
Washington, D.C. 20554

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In the Matter of amendment to )  
Rules in Part 80, Title 47, Code )  
of Federal Regulations, Section )  
809.825, Radar installation )  
requirements and specifications )

DEC 27 1993

MAIL FRANCH

PRM

**PETITION FOR RULE MAKING BY THE**  
**RADIO TECHNICAL COMMISSION FOR MARITIME SERVICES**

The Radio Technical Commission for Maritime Services (RTCM) respectfully petitions the Federal Communications Commission (FCC) to amend its rules contained in Part 80, Title 47, Code of Federal Regulations, as they pertain to radar installation requirements and specifications for the reasons and in the manner set forth herein.

The RTCM is a non-profit organization whose objectives include studying and preparing reports on maritime telecommunications practices, needs and technologies with a view toward improving the efficiency and capabilities of maritime telecommunications services, suggesting ways to keep rules and regulations to the minimum essential for effective maritime telecommunications and making recommendations on important issues involving maritime telecommunications.

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Section 80.825 of the Commission's Rules pertain to radar requirements and specifications and cite therein certain RTCM documents which are incorporated by reference in the Rules. The RTCM documents contain standards and applicable to shipboard radar equipment and installations.

Subsection 80.825(a)(1) of the Rules specifies requirements for radar installed on ships of 500 gross tons and upwards on or after July 1, 1988 and incorporates by reference RTCM Paper 133-87/SC103-33 which delineates marine radar standards for such vessels. Equipment meeting the specified standards will also meet requirements of the International Convention for the Safety of Life at Sea (SOLAS). The Commission's Rules do not specify requirements for ships of less than 500 gross tons.

Since the FCC Rules and the cited RTCM standard were written, amendments to the SOLAS Convention ship have changed ship tonnage limits to which the SOLAS radar carriage requirements will apply in the future. In particular, a tonnage limit of 500 tons and upwards is presently in effect. After February 1, 1995, SOLAS radar requirements will apply to passenger ships irrespective of size and to cargo ships of 300 tons and upwards. Further, all radars are required to operate in the 9 GHz frequency band in order to provide for operation with the GMDSS prescribed survival craft radar transponder, also referred to as the search and rescue transponder (SART). Radar equipment exempted by administrations from full

compliance with the radar performance standards adopted by the International Maritime Organization (IMO) must still be fully compatible with the 9 GHz SART.

The RTCM has examined, through RTCM Special Committee 112 (SC 112) on Small Ship Radar, the possible applicability to ships between 300 and 500 tons gross tonnage of the radar installation standards of RTCM Paper 133-87/SC103-33. As a result of this examination the RTCM has concluded that the standards delineated in RTCM Paper 133-87 are appropriate for ships of 300 tons gross tonnage and upwards.

Accordingly, RTCM has republished the standards of RTCM Paper 133-87 as a new document with a new paper number and title and with applicability to ships of 300 tons gross tonnage and upwards rather than the previously stated 500 tons gross tonnage and upwards. The new document is identified as RTCM Paper 191-93/SC112-STD and is titled RTCM Recommended Standards For Marine Radar Equipment Installed On Ships Of 300 Tons Gross Tonnage And Upwards, Version 1.3. It should be particularly noted that the standards themselves have not been changed; they have simply been made applicable to ships 300 tons gross tonnage and upwards in lieu of the previously specified 500 tons gross tonnage and upwards, thereby conforming to the forthcoming SOLAS changes in requirements.

The RTCM has further developed, through SC112, standards appropriate for ships of less than 300 tons gross tonnage which may

be subject to mandatory carriage requirements. These are published as RTCM Paper 192-93/SC112-STD, titled RTCM Recommended Standards For Marine Radar Equipment Installed On Ships Of Less Than 300 Tons Gross Tonnage, Version 1.0.

The RTCM also notes that the SOLAS Convention's amended requirements for radar carriage on passenger ships irrespective of size may impose an unduly stringent requirement on some small passenger ships on particular routes when the IMO (or RTCM equivalent) radar performance standards are applied. This problem may also exist for some non-passenger vessels in the 300-500 tons gross tonnage category. In these instances the RTCM suggests that consideration might be given to exemptions from the "300 tons and upwards" standard and substitution of the newly developed "less than 300 tons" standard. For SOLAS Convention ships such action by administrations is permitted by the SOLAS Convention, Chapter V, Regulation 12.

The RTCM also recognizes that in lieu of individual exemptions it may be more practical to provide for an exemption for certain passenger vessels based on prescribed criteria such as standard operating routes, distances from shore, number of passengers carried, and similar considerations. Passenger ships meeting the prescribed operating and/or size criteria might then carry equipment meeting the "less than 300 tons standard" rather than the "300 tons and upwards" standard. Possible types of exemption

criteria which might be applied was not examined by the RTCM Committee which focused on technical issues as they related to a general ship size by tonnage.

Accordingly, the RTCM is proposing in this petition an individual exemption process and suggests that the need for, and form of, some type of exemption criteria that might be applied should be the subject of comments solicited through the rulemaking process. Any exemption criteria would simply determine which category of standards were to be applied to a particular vessel and would not affect the technical content of the standards as proposed.

Therefore, in order to provide updated Rules which will be in conformance with current SOLAS requirements the RTCM recommends that 47 CFR 80.825 be amended as follows:

Change the first section of subsection 80.825(a) to read: Radar installations on board ships that are required by the Safety Convention or the U.S. Coast Guard to be equipped with radar must comply with the appropriate requirements and documents delineated in paragraphs (a)(1) through (a)(7) of this section.

Add new subsection 80.825(a)(1) to read: From February 1, 1995 marine radar equipment carried to meet mandatory requirements shall be capable of operating in the 9 GHz frequency band.

Add new subsection 80.825(a)(2) to read: Marine radar equipment carried to meet mandatory requirements on ships of 300 gross tons and upwards and on passenger ships irrespective of size on or after February 1, 1995 must comply with the provisions of RTCM Recommended Standards For Marine Radar Equipment Installed On Ships Of 300 Tons Gross Tonnage And Upwards, Version 1.2, RTCM Paper 191-93/SC112-STD. Passenger ships of less than 500 tons gross tonnage, and other ships of 300 tons gross tonnage and upwards, but less than 500 tons gross tonnage, for which this requirement may be unduly onerous, may apply to the Commission for exemption, citing specific justification. Ships granted exemption from this rule section must still comply with subsection 825(a)(1) and Subsection 80.825 (a)(3).

Add new subsection 80.825(a)(3) to read: Marine radar equipment carried to meet mandatory requirements on ships of less than 300 gross tons (except SOLAS passenger vessels) on or after February 1, 1995 must comply with the provisions of RTCM Recommended Standards For Marine Radar Equipment Installed On Ships Of Less Than 300 Tons Gross Tonnage, Version 1.0, RTCM Paper 192-93/SC112-STD. (See Subsection 80.825(a)(2) above in regard to requirements for SOLAS passenger vessels.)

Renumber succeeding subsections in the existing Rules so that current 80.825(a)(1) becomes 80.825(a)(4) and the following currently existing subsections are numbered sequentially.

Amend Section 80.879 in the existing Rules by deleting the existing wording and replacing it with the following: Ships of 300 tons gross tonnage, and passenger ships irrespective of size, must comply with the radar installation requirements and specifications of section 80.825.

Respectfully submitted,  
RADIO TECHNICAL COMMISSION  
FOR MARITIME SERVICES

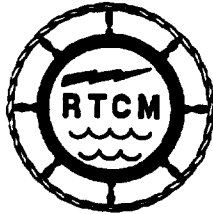
by W. T. Adams  
W.T. Adams  
President

Dated this 22nd day of December, 1993

Attachments:

(1) RTCM Recommended Standards For Marine Radar Equipment Installed On Ships Of 300 Tons Gross Tonnage And Upwards, Version 1.3, RTCM Paper 191-93/SC112/STD.

(2) RTCM Recommended Standards For Marine Radar Equipment Installed On Ships Of Less Than 300 Tons Gross Tonnage, Version 1.0, RTCM Paper 192-93/SC112-STD.



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**RTCM RECOMMENDED STANDARDS FOR  
MARINE RADAR EQUIPMENT INSTALLED ON  
SHIPS OF 300 TONS GROSS TONNAGE  
AND UPWARDS**

**VERSION 1.3**

**DEVELOPED BY  
RTCM SPECIAL COMMITTEES 103 AND 112**

**DECEMBER 20, 1993**

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***Radio Technical Commission For Maritime Services  
655 Fifteenth Street, NW, Suite 300  
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ON SHIPS OF 300 TONS GROSS TONNAGE  
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1. APPLICATION

This RTCM Standard applies generally to ships of 300 tons gross tonnage and upwards. It is in conformance with provisions of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, and applies after February 1, 1995 to radar equipment installations on SOLAS passenger ships irrespective of size and SOLAS cargo ships of 300 tons gross tonnage and upwards unless modified by national regulations. Other RTCM Recommended Standards apply generally to ships of less than 300 tons gross tonnage.

2. GENERAL

2.1 The radar equipment shall provide an indication, in relation to the ship, of the position of other surface craft and obstructions and of buoys, shorelines and navigational marks in a manner which will assist in navigation and in avoiding collision.

2.2 Equipment shall be installed in such a manner that it is capable of meeting the performance requirements specified herein.

2.3 The equipment, including facilities which are provided in addition to those required herein, shall enhance the safety of navigation.

2.4 Where an item of equipment provides a facility which is additional to the minimum requirements of this performance specification the operation and, as far as is reasonably practical, the malfunction of such additional facility shall not degrade the performance of the equipment below the minimum standards of this performance specification.

3. PERFORMANCE REQUIREMENTS

All radar installations shall comply with the following minimum requirements as specified in paragraphs 3 through 12 herein.

3.1 Range Performance

The operational requirement under normal propagation conditions, when the radar antenna is mounted at a height of 15 meters above sea level, is that the equipment shall in the absence of clutter give a clear indication of:

#### 3.1.1 Coastlines

At 20 nautical miles when the ground rises to 60 meters.

At 7 nautical miles when the ground rises to 6 meters.

#### 3.1.2 Surface Objects

At 7 nautical miles a ship of 5,000 tons gross tonnage, whatever her aspect.

At 3 nautical miles a small vessel of 10 meters in length.

At 2 nautical miles an object such as a navigational buoy having an effective echoing area of approximately 10 square meters.

#### 3.2 Minimum Range

The surface objects specified in 3.1.2 shall be clearly displayed from a minimum range of 50 meters up to a range of one nautical mile, without changing the setting of controls other than the range selector.

**Note:** The minimum range is the shortest distance at which, using the mandatory range scale between 0.5 and 0.8 nautical miles, a target is still presented separately from the point representing the antenna position.

#### 3.3 Display

3.3.1 The equipment shall without external magnification provide a relative plan display in the head-up unstabilized mode with an effective diameter of not less than:

3.3.1.1 180 millimeters\*\* on ships of 500 tons gross tonnage and more but less than 1,600 tons gross tonnage.

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\* The effective diameter of the display is the diameter of the central area into which any angular scale marking around its edge does not intrude. In the case of displays which are other than circular their smallest effective dimension is the effective diameter.

\*\* Display diameters of 180, 250 and 340 millimeters correspond respectively to 9, 12 and 16 inch cathode ray tubes.

3.3.1.2 250 millimeters in the case of ships of 1,600 tons gross tonnage and more but less than 10,000 tons gross tonnage.

3.3.1.3 340 millimeters in the case of one display and 250 millimeters in the case of the other on ships of 10,000 tons gross tonnage and upwards.

3.3.1.4 Optical magnification may be employed provided the display so magnified remains within the accuracy limitations of this specification.

3.3.1.5 Any information not associated with the use of the radar picture for navigational or collision avoidance purposes may be shown only outside the effective diameter of the display.

3.3.1.6 A means of plotting which is at least as effective as a reflection plotter shall be provided. Where reflection plotters are provided they shall be equipped with independent means to dim their illumination to extinction.

3.3.2 The equipment shall provide the following range scales of display: 1.5, 3, 6, 12 and 24 nautical miles and one range scale of not less than 0.5 and not greater than 0.8 nautical mile.

3.3.3 Additional range scales may be provided.

3.3.3.1 These additional range scales shall be either smaller than the smallest range scale or greater than the greatest range scale required by paragraph 3.3.2.

3.3.3.2 Range scales with delayed sweep origins shall not be provided.

3.3.4 The range scale displayed and the distance between range rings shall be clearly indicated at all times.

#### 3.4 Range Measurement\*

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\* Range measurement is the determination of the distance of a target from the radar antenna.

3.4.1 Fixed electronic range rings shall be provided for range measurements as follows:

3.4.1.1 On the range scale of between 0.5 and 0.8 nautical mile and on shorter range scales as provided in par. 3.3.3 above at least two range rings shall be provided and on each of the other range scales six range rings shall be provided.

3.4.1.2 Where off-setting facilities are included in the equipment additional range rings shall be provided on each range scale so that the range rings extend from the point of maximum off-set to the edge of the display farthest from that point. On each range scale the distances between the additional range rings shall be the same as the distances between the range rings provided in accordance with 3.4.1.1.

3.4.2 A variable electronic range marker with a numeric readout of range shall be provided.

3.4.2.1 The range of the variable range marker shall extend at least 0.25 nautical mile to the maximum range of the greatest range scale.

3.4.3 The fixed range rings and the variable range marker shall enable the range of an object to be measured with an error not exceeding 1.5 percent of the maximum range of the scale in use, 04 70 meters, whichever is the greater.

3.4.4 It shall be possible to vary the brilliance of the fixed range rings and the variable range marker and to remove them completely from the display.

3.4.4.1 The fixed and variable range markers shall be capable of being switched on and off independently.

### 3.5 Heading Indicator

3.5.1 The heading of the ship shall be indicated by a line on the display with a maximum error not greater than plus or minus 1 degree. The thickness of the displayed heading line shall not be greater than 0.5 degree.

3.5.1.1 The heading of the ship shall be indicated electronically by a line on the display extending from own ship's position to the edge of the display.

3.5.1.2 It shall be possible to adjust the heading marker by at least +5 degrees to allow for alignment during installation with an accuracy equal to or better than 0.5 degree.

3.5.2 Provision shall be made to switch off the heading indicator by a device which cannot be left in the "heading marker off" position.

3.5.2.1 Where a brightness control is provided for the heading line it shall not dim the heading line to extinction.

### 3.6 Bearing Measurement

3.6.1 Provision shall be made to obtain quickly the bearing of any object whose echo appears on the display.

3.6.2 The means provided for obtaining bearings shall enable the bearing of a target whose echo appears at the edge of the display to be measured with an accuracy of plus or minus 1 degree or better.

### 3.7 Discrimination

3.7.1 The equipment shall be capable of displaying as separate indications on a range scale of 1.5 nautical miles or less, two small similar targets at a range of between 50 percent and 100 percent of the range scale in use, and on the same azimuth, separated by not more than 50 meters in range.

3.7.2 The equipment shall be capable of displaying as separate indications two small similar targets both situated at the same range between 50 percent and 100 percent of the 1.5 mile range scale, and separated by not more than 2.5 degrees in azimuth.

Note: The two small similar targets used to show compliance with paragraphs 3.7.1 and 3.7.2 shall each have an effective echoing area of approximately 10 square meters.

### 3.8 Roll or Pitch

The performance of the equipment shall be such that when the ship is rolling or pitching up to plus or minus 10 degrees the range performance requirements of 3.1 and 3.2 continue to be met.

### 3.9 Scan

The scan shall be clockwise, continuous and automatic through 360 degrees of azimuth. The scan rate shall be not less than 12 revolutions per minute. The equipment shall operate satisfactorily in relative wind speeds of up to 100 knots.

3.9.1 If the radar is to be operated in conjunction with an Automatic Radar Plotting Aid (ARPA) conforming to U.S. Coast Guard Rule CFR 33 Section 164.38 the scan rate shall be not less than 20 rpm for radar range scales up to 16 nautical miles.

### 3.10 Azimuth Stabilization

3.10.1 Means shall be provided to enable the display to be stabilized in azimuth by a transmitting compass. The equipment shall be provided with a compass input to enable it to be stabilized in azimuth. The accuracy of alignment with the compass transmission shall be within 0.5 degree with a compass rotation rate of 2 revolutions per minutes.

3.10.1.1 The equipment shall include means by which the display can be used in the head-up mode. Changeover from one presentation to another shall be possible with an accuracy of 0.5 degree within 15 seconds.

3.10.2 The equipment shall operate satisfactorily in the unstabilized mode when the compass control is inoperative.

### 3.11 Performance Check

Means shall be available, while the equipment is used operationally, to determine readily a significant drop in performance relative to a calibration standard established at the time of installation, and to check that the equipment is correctly tuned even in the absence of targets.



3.11.1 A significant drop in performance is an overall reduction of 10 dB or more.

### 3.12 Anti-clutter Devices

Suitable means shall be provided for the suppression of unwanted echoes from sea clutter, rain and other forms of precipitation, clouds and sandstorms. It shall be possible to adjust manually and continuously the anti-clutter controls. Anti-clutter controls shall be inoperative in the fully anti-clockwise positions. In addition, automatic anti-clutter controls may be provided; however, they must be capable of being switched off.

3.12.1 Adjustment of anti-clutter controls in small discrete steps shall be regarded as continuous adjustment. Additionally, adjustment by controls which operate by other than circular movement are acceptable on condition that:

- (i) If they operate by linear movement they shall be inoperative in the fully left or fully down position or
- (ii) If they operate by a pair of push buttons it shall be operation of the left or lower button which shall render the device inoperative.

An indication of the operative conditions of the anti-clutter control shall be provided.

### 3.13 Operation

3.13.1 The equipment shall be capable of being switched on and operated from the display viewing position.

3.13.2 Operational controls shall be accessible and easy to identify and use. Where symbols are used they shall comply with the recommendations of the International Maritime Organization on symbols for controls on marine navigational equipment.

3.13.2.1 Adequate illumination shall be provided to enable identification of controls and facilitate reading of displays at all times. Facilities for dimming shall be provided.

3.13.2.2 In order to displace on the display certain reference positions, for example the trace origin of the EBL, the

intersection of the EBL and VRM, joysticks, rollerballs or equivalent controls may be used. The displacement on the display shall have the same sense as the activation of the appropriate control.

3.13.2.3 The controls shall be identified in English. Additionally the symbols given in the IMO Resolution A.278 (VIII) may be used. Where no appropriate symbols exist in A.278, those of IEC Publication 417\* should be used.

3.13.2.4 The number of operational controls, their design and manner of function, location, arrangement and size shall provide for simple, quick and effective operation. The controls shall be arranged in a manner which minimizes the change of inadvertent operation.

3.13.2.5 Equipment shall be so constructed that it is capable of being operated properly and readily by a suitably qualified member of the ship's staff.

3.13.3 After switching on from cold the equipment shall become fully operational within 4 minutes.

3.13.4 A standby condition shall be provided from which the equipment can be brought to an operational condition within 15 seconds.

3.13.5 If a viewing hood is necessary to facilitate operation in high ambient light levels, then means shall be provided for its ready attachment and removal.

3.13.5.1 The viewing hood shall permit the display to be viewed properly in all ambient light conditions by an operator who may wear spectacles. If a plotting device or any controls are contained within the area enclosed by the viewing hood, suitable hand access holes shall be provided for their operation. These access holes shall adjust automatically to prevent the intrusion of light from outside the hood when the hands are either inserted or removed from them.

3.14 Interference from external magnetic fields

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\* IEC Publication 417: Graphical Symbols for use on equipment.

3.14.1 After installation and adjustment on board, the bearing accuracy as prescribed in this specification shall be maintained without further adjustment irrespective of the movement of the ship in the earth's magnetic field.

3.14.1.1 The effect of external magnetic fields shall be sufficiently restricted to ensure that the bearing accuracy will be maintained after installation and adjustment on board.

3.15 Sea or ground stabilization (true motion display)

3.15.1 Where sea or ground stabilization is provided the accuracy and discrimination of the display shall be at least equivalent to that required by this specification.

3.15.2 The motion of the trace origin which is own ship's position shall not, except under manual override conditions, continue to a point beyond 75 percent of the radius of the display. Automatic resetting may be provided.

3.15.2.1 A visual warning shall be provided to indicate when the motion of the trace origin is approaching its limit of travel. An audible warning, capable of being switched off when not required, may also be provided.

3.15.2.2 Where resetting is by automatic means, a manual control which initiates resetting shall be provided.

3.15.3 Means shall be provided to enable the motion of the trace origin to be obtained from the outputs of a transmitting compass and speed and distance measuring device. A manual control for entering ship's speed in increments not greater than 0.2 knot from zero up to at least 30 knots shall also be provided.

3.15.3.1 The motion of the trace origin shall correspond to the speed input signal with an error not exceeding 5 percent or 1 knot, whichever is greater.

3.15.3.2 The motion of the trace origin shall correspond to the course input signal with an error not exceeding 3 degrees.

3.15.4 Where manual "set" and "drift" controls are provided to make allowance for the effects of current, tide and wind, the

current set (current direction) control shall be marked in degrees and be such that for correct operation the control setting corresponds with the compass direction of the set. The current drift control shall be capable of applying an input from zero to at least 9.9 knots in increments not greater than 0.2 knot.

### 3.16        Antenna System

The antenna system shall be installed in such a manner that the design efficiency of the radar system is not substantially impaired.

### 3.17        Operation with radar beacons

3.17.1      All radars operating in the 9 GHz. (3 centimeter) band shall be capable of operating in a horizontally polarized mode.

3.17.1.1    All radars operating in the 3 GHz (10 centimeter) or 5 GHz (6 centimeter) bands may operate with either horizontal or vertical polarization.

3.17.1.2    A facility for the introduction of an alternative polarization may be provided, in which case it shall be possible to switch polarization from the display position.

3.17.2      It shall be possible to switch off those signal processing facilities which might prevent a radar beacon from being shown on the radar display.

3.17.2.1    The radar shall be operationally compatible with radar beacons (racons) which conform to the standards recommended by the International Maritime Organization and the International Telecommunications Union for the appropriate frequency band. The provision for compatibility with fixed frequency racons is optional.

## 4.            MULTIPLE RADAR INSTALLATION

4.1          Where two radars are required to be carried they shall be so installed that each radar can be operated individually and both can be operated simultaneously without being dependent upon one another. When an emergency source of electrical power is

provided in accordance with the appropriate requirements of Chapter II-1 of the 1974 SOLAS Convention, both radars shall be capable of being operated from this source.

4.2 Where two radars are fitted, interswitching facilities may be provided to improve the flexibility and availability of the overall radar installation. They shall be so installed that failure of either radar will not cause the supply of electrical energy to the other radar to be interrupted or adversely affected.

## 5. POWER SUPPLY

5.1 Equipment shall continue to operate in accordance with the requirements of the relevant specification in the presence of variations of the power supply normally to be expected in a ship.

5.1.1 The equipment shall be capable of normal operation when encountering the following variations of the input power supply:

AC Variation from nominal voltage	- 10% + 10%
Variation from nominal frequency	$\pm$ 6%

DC Variation from nominal voltage:

Generator type supplies	- 20% + 10%
Battery supplies	- 10% + 30%

5.2 Means shall be incorporated for the protection of equipment from the effects of excessive current and voltage, transients and accidental reversal of the power supply polarity.

5.2.1 The equipment shall have impulse voltage transient protection from transients with amplitude of  $\pm$  1200 peak volts, rise times of 2 microseconds to 10 microseconds and durations of up to 20 microseconds.

5.3 If provision is made onboard ship for operating equipment from more than one source of electrical energy, arrangements for rapidly changing from one source of supply to the other shall be incorporated.

## 6. DURABILITY AND RESISTANCE TO ENVIRONMENTAL CONDITIONS

6.1 The equipment shall be capable of continuous operation under the conditions of sea states, vibration, humidity and temperature likely to be experienced in the ship in which it is installed.

6.2 The equipment shall be divided into two classes as follows:

Class B - equipment or units intended to be protected from the weather

Class X - equipment or units intended to be exposed to the weather

6.2.1 Each unit of the equipment shall be marked to indicate the class for which it is intended. Where symbols are used for this purpose the appropriate I.E.C. symbol shall be used. These are:

For enclosed equipment - a square inside a circle as shown in Figure 1.1.

For exposed equipment - a square surmounted by two slanting, dotted lines as shown in Figure 1.2.

6.3 The equipment shall comply with the provisions of Appendix A, a performance specification of the climatic and durability testing of marine radar equipment.

## 7. ELECTRICAL INTERFERENCE

7.1 All reasonable and practicable steps shall be taken to eliminate the causes of, and to suppress, electromagnetic interference between the equipment concerned and other equipment on board.

7.2 Equipment shall be of a type authorized by Federal Communications Commission. Specifications for limitations of electrical interference may be found in the FCC Rules.

## 8. MECHANICAL CONSTRUCTION

8.1 Mechanical noise from all units shall be so limited as not to prejudice the hearing of sounds on which the safety of the ship might depend.

8.2 Equipment shall be so constructed and installed that it is readily accessible for inspection and maintenance. Inadvertent access to dangerous voltages within equipment shall be prevented.

8.3 Equipment shall be provided with an external indication of manufacturer, the equipment type or model identification and the serial number of the unit.

## 9. PROTECTIVE ARRANGEMENTS

9.1 The equipment shall be designed so that access to hazardous voltages may only be gained by means of a servicing tool or security key.

Labels warning of high voltages shall be prominently displayed near all places such voltages exist.

Additionally, the radar shall incorporate personnel-protecting devices against known voltage hazards.

All terminal boards carrying circuits of 250 volts or higher shall be covered.

### 9.2 Radio frequency radiation

9.2.1 If the operation of the radar would result in exposure of workers or other personnel to levels of radio frequency radiation in excess of the "Radio frequency Protection Guides" recommended in "American National Standard Safety Levels with Respect to Human Exposure to Radio Frequency Fields, 300 kHz to 100 GHz" (ANSI C95.1-1982), issued by the American National Standards Institute (ANSI), 1430 Broadway, New York, New York 10081, and copyright 1982 by the Institute of Electrical and Electronics Engineers, Inc., 345 East 47th Street, New York, New York 10017 a warning label must be installed in clear view near the point where this radiation is emitted. This warning label shall be in accordance with "American National Standard Radio Frequency Radiation Hazard Warning Symbol" (ANSI C95.2-1982) issued and copyrighted as noted above. This label shall, in addition to the warning symbol, display the distance in meters at which the recommended safe level of human exposure would be reached. For the marine radar frequencies this level from ANSI C95.1-1982 is 50 watts per square meter ( $5 \text{ mW/cm}^2$ ) averaged over any six minute period.

9.2.2 The maximum distances from the antenna at which radio frequency radiation levels of 100 watts per square meter ( $10 \text{ mw/cm}^2$ ), 50 watts per square meter ( $5 \text{ mw/cm}^2$ ) and 10 watts per square meter ( $1 \text{ mw/cm}^2$ ) can be expected shall be included in the equipment handbook (Instruction manual).

9.2.3 Radiation from the antenna shall be possible only when the beam is scanning, except that override facilities may be provided for maintenance purposes.

### 9.3 X-ray radiation

9.3.1 External x-ray radiation from the equipment in its normal working condition shall not exceed the limits recommended by the OSHA Standards (Code of Federal Regulations, Title 29, Chapter XVII, paragraph 1910.96).

## 10. MANUFACTURERS' LIMITATIONS

Where reasonable limitations are known to exist, e.g. maximum lengths of interconnecting cable, the manufacturer shall include such limitations in his installation instructions.

## 11. INSTRUCTION MANUAL

Information shall be provided to enable suitably qualified members of a ship's staff to operate and maintain equipment efficiently.

## 12. MAGNETIC COMPASS SAFE DISTANCE

Each unit of equipment normally to be installed in the vicinity of a standard or a steering magnetic compass shall be clearly marked with the minimum safe distance at which it may be mounted from such compasses.



**Appendix A**  
**to**  
**RTCM Recommended Standards For**  
**Marine Radar Equipment Installed On**  
**Ships Of 300 Tons Gross Tonnage**  
**And Upwards**

**DESIGN AND TESTING SPECIFICATIONS**

**1. General**

The manufacturer shall certify that his equipment has been designed, manufactured, and tested to meet the following environmental standards.

**2. Classification of Marine Equipment**

For the purpose of these tests, Marine Radar Units shall be divided into two classes, viz:

Class B - Units intended for use below deck or in a deckhouse, e.g., radio office, chart room, enclosed bridge or wheelhouse.

Class X - Units intended for use in exposed locations.

**3. Environmental Standards**

(a) The testing shall be as follows:

Applicable to Class:

X,B Visual Inspection and Performance Test  
X,B Dry Heat Cycle  
X,B Damp Heat Cycle  
X,B Low Temperature Cycle  
X,B Inspection under Vibration  
X Rain Test  
X,B\* Corrosion Test  
X,B Mold Growth Test  
X,B Visual Inspection and Performance Test

(b) Unless otherwise specified, power shall be supplied to the equipment only during the period specified for the electrical tests.

(c) When power is applied to the equipment during the tests, it shall be at the nominal voltage.

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\* As noted in Paragraph 10.